

Page 7A-1, Section 7A.01, Line 7

Pedestrian and school traffic safety depends upon public understanding of accepted methods for efficient

Page 7A-1, Section 7A.01, Between Lines 20 & 21

A school traffic control plan that designates the minimum number of required school pedestrian crosswalks generally improves the school pedestrian flow and lessens the conflicts with motor vehicle traffic.

Page 7A-1, Section 7A.01, Line 23

A school ~~route~~ traffic control plan for each school serving elementary to high school students

Page 7A-1, Section 7A.01, Line 26

The school ~~route~~ traffic control plan, developed in a systematic manner by the school, law

Page 7A-1, Section 7A.01, Line 27

enforcement, and traffic officials responsible for school (pedestrian and vehicular traffic) safety, should consist

Page 7A-1, Section 7A.01, Line 29

routes, and established school crossings. One example of a ~~A typical~~ school ~~route~~ traffic control plan map is shown in

Page 7A-2, Section 7A.01, Line 1

Figure 7A-1. Typical School ~~Route~~ Traffic Control Plan Map

Page 7B-1, Section 7B.01, Line 7

unless engineering judgement determines that a minimum or special sign size would be more

Page 7B-1, Section 7B.01, Line 14

there are low traffic volumes ~~and~~ or low vehicle speeds, or other conditions as determined by engineering judgement.

Page 7B-2, Table 7B-1, After the fourth listing under Sign and before Plaque

<u>Watch for School Bus</u>	<u>S3-Y2</u>	<u>30 x 30 in</u>	<u>36 x 36 in</u>	<u>48 x 48 in</u>
<u>Stop When School Bus Stops</u>	<u>SR5-Y1</u>	<u>24 x 24 in</u>	<u>24 x 24 in</u>	<u>24 x 24 in</u>
<u>All lanes Stop When School Bus Stops</u>	<u>SR5-Y2</u>	<u>36 x36 in</u>	<u>36 x36 in</u>	<u>36 x 36 in</u>

Page 7B-3, Section 7B.03, Line 2

In urban areas, a lesser clearance of ~~not less than~~ 0.6 m (2 ft) from the face of the curb may

Page 7B-4, Section 7B.07, Line 2 & 3

- F. AHEAD plaque (W16-9p), ~~and~~
- G. Diagonal Arrow plaque (W16-7); and

Page 7B-4, Section 7B.07 Between Lines 3 & 4

H Watch for School Bus (S3-Y2).

Page 7B-4, Section 7B.08, Line 13 -15

~~If used, the School Advance Warning (S1-1) sign shall be installed not less than 45 m (150ft) nor more than 210 m (700 ft) in advance of the school grounds or school crossings (see Figure 7B-1).~~

Page 7B-4, Section 7B.08, Line 16 -17

The School Advance Warning sign shall be used in advance of, or adjacent to, the first installation the School Speed Limit sign assembly.

Page 7B-4, Section 7B.08, Between Lines 22 & 23

The School Advance Warning (S1-1) sign should be installed not less than 45 m (150ft) nor more than 210 m (700 ft) in advance of the school grounds or school crossings or as determined by engineering judgement (see Figure 7B-1).

Page 7B-5, Section 7B.09, Add Signs S3-Y2, SR5-Y1 and SR5-Y2 to this page



S3 – Y2



SR5 – Y1



SR5 – Y2

Page 7B-7, Section 7B.10, Lines 16-17

visible for a distance of approximately 150 m (500 ft) in advance and where there is no opportunity to relocate the bus stop to provide approximately 150 m (500 ft) of visibility.

Page 7B-7, Section 7B.10, Between Lines 17 & 18

It is not intended that these signs be used everywhere a school bus stops to pick up or discharge passengers but for use only where terrain and roadway features limit the approach sight distance and where there is no opportunity to relocate the stop to another location with adequate visibility. The need for these signs should be determined by a field investigation and engineering judgment.

Page 7C-2, Section 7C.04, After line 11 through line 24

Stop lines shall comply with the Standards, Guidance and Options in Section 3B.16 of Part 3: Pavement Markings.

Stop lines at signalized locations shall be placed such that they are in compliance to the applicable Standards, Guidance and Options of Section 4D.15 of Part 4: Highway Traffic Signals.

~~Stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is intended or required to be made.~~

Guidance:

~~Stop lines should be 30 to 600 mm (12 to 24 in) wide. Stop lines should be used to indicate the point behind which vehicles are required to stop, in compliance with a STOP sign or traffic signal. Stop lines, if used, should be placed 1.2 m (4 ft) in advance of the nearest crosswalk line, except at roundabouts as provided for in Section 3B.24. In the absence of a marked crosswalk, the stop line should be placed at the desired stopping point, but should be placed no more than 9 m (30 ft) nor less than 1.2 m (4 ft) from the nearest edge of the intersecting traveled way.~~

~~Stop lines should be placed to ensure sufficient sight distance for all approaches to an intersection. Stop lines at mid-block signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).~~

Page 7C-2, Section 7C.05, After line 26 through line 29

Curb markings shall comply with the applicable Standards, Guidance and Options in Section 3B.21 of Part 3: Pavement Markings.

~~Signs shall be used with curb markings in those areas where curb markings are frequently obliterated by snow and ice accumulation, unless the no parking zone is controlled by statute or local ordinance.~~

Page 7C-3, Section 7C.05, Lines 1 through 7

Guidance:

~~When curb markings are used without signs to convey parking regulations, a legible word marking regarding the regulation (such as “No Parking” or “No Standing”) should be placed on the curb.~~

~~Option:
Local authorities may prescribe special colors for curb markings to supplement standard signs for parking regulation.~~

Page 7C-3, Section 7C.06, After line 16 through line 29

Pavement word and symbol markings shall comply with the applicable Standards, Guidance, and Options in Section 3B.19 of Part 3: Pavement Markings.

~~Word and symbol markings shall be white. Word and symbol markings shall not be used for mandatory messages except in support of standard signs.~~

~~Guidance:~~

~~Large letters and numerals should be 1.8 m (6 ft) or more in height. All letters, numerals, and symbols should be in accordance with the "Standard Alphabets for Highway Signs and Pavement Markings."~~

~~Word and symbol markings should not exceed three lines of information.~~

~~If a pavement marking word message consists of more than one line of information, it should read in the direction of travel. The first word of the message should be nearest to the road user.~~

~~The longitudinal space between word or symbol message markings, including arrow markings, should be at least four times the height of the characters for low speed roads, but not more than ten times the height of the characters under any conditions.~~

Page 7E-1, Section 7E.02, Between Lines 15 & 16

Support:

Normally, adult guards are preferred over traffic signals only for protection of school crossings. Adult guards provide positive guidance to the school pedestrian.

Some local governments require that adult guards be special police officers appointed by the local police agency. If the adult guards are special police officers, the local police agency should be responsible for the selection, training and supervision of adult guards.

Page 7E-1, Section 7E.03, After line 23 through line 30

Adult guards should be conscientious, responsible, and able to fulfill the duties of being a guard.
Adult guards should possess the following qualifications:

A. Average intelligence

B. Good physical condition, including sight, hearing, and mobility

C. Mental alertness

D. Neat appearance

E. Good character

F. Dependability: and

Page 7E-2, Section 7E.03, Line 1

G. Sense of responsibility for safety of students

Page 7E-2, Section 7E.04, Lines 4 through 6

~~Adult guards should be uniformed so that road users and pedestrians can recognize them and respond to their signals. The uniforms should be distinctively different from those worn by regular police officers.~~

Page 7E-2, Section 7E.04, Between Lines 10 & 11

Option:

Adult guards may be uniformed so that road users and pedestrians can recognize them and respond to their signals. If used, the uniforms should be distinctively different from, those worn by regular police officers.

Page 7E-3, Section 7E.07, Between Lines 10 & 11

Student patrols should be authorized by the local school board. School authorities should be responsible for organizing, instructing, and supervising patrols with the assistance of the local police.

Page 7F-1, Section 7F.03, After Line 21

Warrants for grade separations should be based on an investigation as described in FHWA Publication No. FHWA-1P-88-019 dated March 1989 “Planning Design and Maintenance of Pedestrian Facilities.” or the latest edition.